

**REMARKS**

The applicant has noted the withdrawal of the requirement for restriction and appreciates this action of the Examiner.

Two new sheets of drawings are presented herewith in view of the lack of numbers on one or two sheets thereof. The applicant regrets this oversight, but feels that the new drawings have taken care of this oversight.

New Figs 8 and 9 have been inserted, and a description of them appears in the specification at new paragraphs 25.1 and 25.2. These variations of the invention are described in old paragraph 42, where they were mentioned, but in new paragraph 42 they are illustrated and described.

The applicant has noted the Examiner's objection to the term "or the like". Applicant submits that this expression does not render the term indefinite, since it tells only the application to which the invention should be put. Surely, the invention does not depend on whatever it may be mounted on.

Thus, whether on a motorcycle, a scooter, a moped, an ATC or ATV, or any other like conveyance, the invention remains the same. The remainder of the claim does not change or become indefinite because of this language. The product may be somewhat applicable to dirt bikes (motocross or enduro bikes), but is most often affixed to street bikes, cruiser or touring bikes, or three wheel cruisers or touring bikes. Of course ATC's or ATV's can use the

product. Because the inventive windshield should not, however, be applied to a car, a truck, or a locomotive, the generic language "vehicle" is not used. The windshield or other accessory still remains the same.

Accordingly, the applicant has retained the "or the like" language and asks the Examiner to reconsider the point and withdraw the objection to this language.

Regarding the other aspects of the objections to the claims, the applicant wishes to state as follows:

In claim 1, the shield element is the shield 10, which is fragmentarily shown in Fig. 1. Paragraphs 27, 32, 34 and 39 also refer to or describe the windshield in greater or lesser detail. The windshield, however, is not the essence of this invention.

The slots 120 and 124 are shown. Slot 120 is a generally vertically extending slot and slot 124 is a generally horizontally extending slot, merely by way of example. However, the slots could both extend in one direction only - generally horizontal or generally vertical. Thus, the "first direction" and the "second direction". Of course, these slots could be related to each other by 30°, 45°, or some other angle. "First and second" direction is therefore thought to be appropriate for the generic claims.

Referring now to the expression "two docking points", this appears in paragraph 32, where a description of the appears. These cooperate with the slots 120, 124 to mount the shield or other accessory.

The expression "first element" and "second element" refers to the docking points. The first element may be a smaller wheel, but it could be a stud or pin. The second element could be a flanged wheel, or it could be something else that is flanged and has a resilient center section, so that the flanged center section it can deflect in response to contact with the projection. .

The wheel 70, which is the functional part of the upper docking point, for example, has a central trough 90 lying between flanges 92, 94. A resilient center section 80 lies within this wheel 70. The "projections" are the projections 130 or bumps 130 in the slot 124. There are two of these, one in each slot.

Regarding Claim 5, the cycle is what the docking points are attached to. Not all applications include fork tube covers, because some have the docketing points fastened to another type of structure (Claim 4).

Regarding Claim 12, anything that qualifies as an accessory, such as a saddle bag, a sissy bar, a back rest, a travel trunk, etc. is meant by this language.

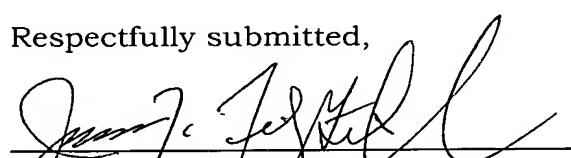
The "slight radial deflection" is a deflection of the type adapted to move the center section of the flanged wheel a small amount. This deflection is ordinarily significantly less than the radial thickness of the rubber or rubber-like bushing 80. The exact amount depends on the thickness and

size of the bushing. The garter spring has been schematically illustrated in new Fig. 8 of the drawings.

In view of the above remarks, and the revised drawing numbers and the additional figures, it is believed the Examiner's objections have now been overcome.

If there are any further questions, the Examiner is invited to call the undersigned at the convenience of the Examiner.

Respectfully submitted,



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**AMENDMENTS TO THE DRAWINGS:**

Replacement sheet 2/4 has new numbers added, including numbers 18, 20, 62, 64, 66, 55, 57, 59, 68, 70 and 84.

Replacement sheet 4/4 includes new number 164 as well as new Figures 8 and 9, and numbers 200, 202.